

Amendments to the Claims

This listing of claims will replace all prior versions, and listings, of claims in the application.

✓ 1. - 3. (Cancelled).

4. (Currently Amended) The method ~~of claim 3~~ as set forth in claim 35 wherein the reason for the delay ~~reason~~ is selected from the group consisting of parts delayed reason, parts incorrect delay reason, parts damaged delay reason, parts fit delay reason, insurance approval delay reason, insurance supplemental approval delay reason, customer delay reason, frame department delay reason, metal department delay reason, paint department delay reason, employee out delay reason, sublet delay reason, and combinations thereof; ~~said codes including a source category identifier.~~

B36 ✓ 5. - 9. (Cancelled)

10. (Currently Amended) The method ~~of claim 9~~ as set forth in claim 35 wherein the multi-step repair process includes at least one step selected from the group consisting of a disassembly step, frame step, metal step, preparation step, paint step, reassembly step, testing step, detailing step, and combinations thereof.

11. (Currently Amended) The method ~~of claim 1~~ as set forth in claim 35 wherein the vehicle identifier includes vehicle brand data, vehicle year data, and customer identifying data.

✓ 12. - 13. (Cancelled)

14. (Currently Amended) The method ~~of claim 1~~ as set forth in claim 42 further comprising the steps of:

receiving the vehicle identifier over a network;

receiving the reason for the delay ~~reason~~ over the network;

retrieving the ~~stored-association~~ particular code for the delay from a database; and
 sending over the network the particular code ~~stored-association~~ in order to use the
particular code to report the proficiency of the repair process of a repair facility located
remotely from the analysis module. ~~stored-association to identify at least one delay~~
~~reason for the vehicle.~~

15. (Currently Amended) The method ~~[[of]]~~ as set forth in claim 14 wherein the network is a global communications network connected by common protocols.

16. (Currently Amended) The method ~~[[of]]~~ as set forth in claim 15 wherein the network is Internet.

17. - 34. (Cancelled).

35. (New) A method of tracking a vehicle having a vehicle identifier during a repair process using a computerized analysis module, said method comprising the steps of:

storing the vehicle identifier in the analysis module such that the module can track the vehicle;

determining the repair steps necessary to complete a repair of the identified vehicle;

allocating a target time period for each day of the repair process to define a preselected daily time target;

identifying a delay during a particular repair step of the repair process if the time allocated to the identified vehicle on a particular day is less than the preselected daily time target for that particular day;

determining a length of time of the delay and storing the length of time of the delay in the analysis module;

determining a reason for the delay and storing the reason for the delay in the analysis module; and

reporting a proficiency of the repair process by combining the length of time of the delay with the reason for the delay such that a repair facility can assess areas of

improvement.

36. (New) The method as set forth in claim 35 wherein the step of allocating a target time period for each day of the repair process is further defined as allocating the same target time period for each day of the repair process such that each of the preselected daily time targets are the same.

37. (New) The method as set forth in claim 36 wherein the step of allocating a target time period for each day of the repair process is further defined as allocating a target time period of five hours for each day of the repair process to define a five hour preselected daily time target.

38. (New) The method as set forth in claim 37 wherein the step of identifying a delay is further defined as identifying a delay during a particular repair step of the repair process if the hours ~~allocated to~~ the identified vehicle on a particular day is less than five hours.

39. (New) The method as set forth in claim 35 wherein the step of storing the length of time of the delay in the analysis module is further defined as storing an identifier indicative of the length of time of the delay in the analysis module.

40. (New) The method as set forth in claim 39 wherein the identifier for the length of time of the delay is further defined as one day and the step of storing the length of time of the delay in the analysis module is further defined as storing a one day delay in the analysis module after each delay is identified.

41. (New) The method as set forth in claim 35 wherein the step of storing the reason for the delay in the analysis module is further defined as storing an identifier indicative of the reason for the delay in the analysis module.

42. (New) The method as set forth in claim 41 wherein the identifier for the reason for the delay is further defined as a particular code chosen from a plurality of delay codes and the step of storing the reason for the delay in analysis module is further defined as storing a particular code in the analysis module after each delay is identified.

43. (New) The method as set forth in claim 35 wherein the step of identifying a delay is further defined as identifying multiple delays during a particular step of the repair process.

44. (New) The method as set forth in claim 43 wherein the steps of determining and storing the reason for the delay is further defined as determining multiple reasons for the multiple delays and storing the multiple reasons for the delays in the analysis module.

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45. (New) The method as set forth in claim 35 further including the step of identifying a second delay during a subsequent repair step of the repair process.

46. (New) The method as set forth in claim 35 wherein the step of reporting the proficiency of the repair process is further defined as simultaneously reporting the particular repair step in which the delay was identified.

47. (New) The method as set forth in claim 35 further including the step of examining the identified vehicle to locate areas on the identified vehicle in need of repair.

48. (New) The method as set forth in claim 47 further including the step of performing the repair steps to complete the repair of the identified vehicle.